



Washington State Transportation Commission

Regular Meeting Summary
March 21 & 22, 2017

Chairman Jerry Litt called the meeting to order at 9:00 am. He then asked Commissioners and staff to introduce themselves.

COMMISSION BUSINESS

Action: Commissioner Tortorelli moved and Commissioner Jennings seconded the motion approving the February 15 & 16, 2017 meeting summary. The motion was approved unanimously.

Commissioner Serebrin reported that she attended the Washington Transportation Plan (WTP) Phase 2 Advisory Committee meeting. The meeting was well attended and focused on action items and implementation strategies.

Commissioner Young attended two ferry advisory committee meetings at Washington State Ferries. She attended a San Juan Ferry Advisory Committee meeting and a Next Generation ORCA Advisory Committee meeting. She also attended a Farmhouse Gang meeting where Representative Rick Larson reported on what is currently happening in D.C.

Commissioner Litt reported he also attended the WTP Phase 2 Advisory Committee meeting.

Commissioner Jennings reported he attended the I-5 replacement bridge meeting in Vancouver. He attended to listen and not in support or opposition. He also attended the Tolling Team meeting.

Commissioner Batra attended several meetings including the Bellevue Downtown Association, a Puget Sound Regional Council meeting by phone, the Discover the Future of Driving Seminar, a Pacific Northwest Cyberspace Leadership dinner, and Tolling Team meetings. He reported that King County is interested in further investigating a water taxi service in Lake Washington, or potentially service between downtown Seattle and Ballard.

LEGISLATIVE UPDATE

Paul Parker, Deputy Director, WSTC, reported on the bills of interest to the Commission, indicating which appeared to be dead, and the prospects for those still alive.

Mr. Parker also briefed the Commission on the proposed Senate Transportation budget, noting its similarity to the transportation budget proposed by the Governor.

The Senate budget includes \$350,000 to update the WTP and appropriates the federal funds to prepare for the Road Usage Charge (RUC) pilot program. It does not include funding for the Voice of Washington survey or improvements to the FROG survey.

Action: None

Follow-Up: None at this time

SR 520 CONSTRUCTION UPDATE

Denise Cieri, SR 520 Deputy Program Administrator, WSDOT, briefed the Commission on the latest progress on construction and planning for SR 520.

Following the April 2016 opening of the new SR 520 floating bridge, the next phase of the project, the West Approach Bridge North will open summer 2017. The remainder of the west side corridor is fully funded, with construction to begin by 2018.

Practical design is included in the corridor from early on:

- Narrower lanes and shoulders
- Leaner Portage Bay bridge
- Smarter Montlake lid
- Fewer bridge columns

WSDOT is working to minimize construction impacts in the Montlake neighborhood. Mitigation will include:

- Install construction screening where possible and agreed to
- Pave access roads where possible to reduce dust
- Prohibit the contractor from parking on local streets in residential areas
- Require that the construction site be kept clean
- Provide safe and clearly marked bicycle and pedestrian detour routes

SR 520 Program Update

Action: None

Follow-Up: *Continue to monitor*

ROAD USAGE CHARGE UPDATE

Jeff Doyle, Partner, D'Artagnan Consulting, provided an overview of the methodology and mileage reporting options for the Road Usage Charge (RUC) pilot. Mr. Doyle then engaged the Commission in a discussion of recruitment and outreach work that will begin this spring.

The Department of Electrical Engineering, the Information School, and the Department of Human Centered Design and Engineering will bring together IT engineers, software developers and designers create a prototype solution (software or device) to mileage reporting by a smartphone.

- Allows drivers to use their own smartphone to record and report mileage
- Allows drivers to decide whether or when to enable location-based services (GPS)

Pilot features impacting volunteer recruitment:

- Represent the geographic diversity of the entire state
- Test international interoperability
- Test interstate interoperability with OreGO
- Test and evaluate RUC as an alternative to a special license surcharges on Plug-in Electric Vehicles (PEVs.)
- Explore opportunities to partner with subagents and County Auditors to provide RUC support

Volunteer recruitment will focus on five regions to ensure a sufficiently large and diverse pool of prospective participants and reflect the states geographic, economic, and demographic diversity.

- Housing and employment patterns
- Income
- Ethnicity
- Age distributions

Surrey, B.C. already has 200 volunteers. Since they also are including pricing, it will be valuable data.

RUC Ambassadors are a very important component of the pilot recruiting strategy. In the beginning, RUC Ambassadors are drawn from the membership of the Steering Committee, Commission, and WSDOT. Throughout Stage 1 (pilot set-up), a core group of Ambassadors will recruit additional RUC Ambassadors through interaction with partner organizations and one-on-one briefings with key influencers in Washington. The website sign-up is key. A newsletter will be sent soon to those who signed up on the website.

All of the equipment will be provided at no cost to the driver. Some equipment choices may include additional benefits from the companies supplying them. Potential participant incentives:

- Value-added services provided by account managers
- “Volunteer of the Month” feature on pilot website
- Awards upon completion of each milestone. Examples of milestones include the following:
 - Successfully installing equipment or mobile apps
 - Completing a manual odometer reading
 - Completing a survey or focus group
 - “Paying” an invoice
 - Returning OBDII devices at the end of the pilot
- Cash compensation for time spent on pilot activities

- Direct incentives by account managers to enrolled customers

Washington State Road Usage Charge

Action: None

Follow-Up: *Continuous engagement*

PUGET SOUND REGIONAL COUNCIL TRANSPORTATION PLAN UPDATE

Robin Mayhew, Program Manager, Puget Sound Regional Council (PSRC), reported that PSRC has begun its 2018 update of the long-range regional transportation plan. The plan update will emphasize the following.

1. Showcase Investments
2. Address near-term gaps in performance and funding deficiencies
 - State Facilities Action Plan
 - Revenue
 - State of the system and how to move things forward
 - HOV Policy
 - Beyond *Connecting Washington*
 - City, county, local transit funding
 - Regional Integrated Transit Network and Plan
3. Get ahead on key issues
 - Technology
 - Intelligent Transportation Systems
 - Emerging trends, e.g., autonomous vehicles, Transportation Network Companies
 - Climate Change
 - Puget Sound Clean Air Agency just established Green House Gas (GHG) emission targets
 - Sustainable Financial Strategy
 - Will likely include a regional road usage fee
 - Maintenance and Preservation (plan's top priority)

The Plan Update also will address:

- Regional Freight Update
- Performance based planning for health and equity
- Special Needs Transportation

Transportation 2040 Update

Action: None

Follow-Up: *Continue to monitor*

PARTNERSHIPS IN TRANSPORTATION AND FISH PASSAGE

Megan White, Director, Environmental Services, WSDOT, and Paul Wagner, Biology Program Manager, WSDOT, reported that WSDOT is aggressively working to improve or rebuild roads and bridges that impede fish passage.

Gary Rowe, Managing Director, Washington Association of County Engineers, reported that counties and cities are urging the Legislature to provide funding to enable a watershed approach to fish passage improvements.

Statewide, 35,000-40,000 man-made barriers completely or partially impede fish passage. Out of about 2,000 WSDOT fish barriers, the culvert in-junction applies to 996 WSDOT barriers as of June 2016. Of these, 825 with significant habitat (>200 meters) must be corrected by 2030.

Correction of barriers, which account for up to 10% of the total habitat can be deferred until the end of the structure's useful life, or corrected as part of other transportation projects. This requires about 475 barrier corrections to reach 90% of the habitat. Of the 171 barriers accounting for <200 meters of habitat must be corrected at the end of the structure's life, or as part of other transportation projects.

WSDOT currently estimates compliance with the Boldt Phase II court order will cost \$2.4 billion. The estimate considered stream width, length of culvert and height of roadway above the culvert. Projects were categorized as small, medium and large and standard costs were established for these categories. The overall estimate includes inflation.

The estimate does not include:

- Correcting barriers outside injunction area
- Cost of correcting barriers with <200 meters of habitat
- Cost of correcting future barriers

The Boldt Phase II in-junction project delivery plan:

Biennium (in Millions)
Total Funding
Cumulative Barriers Corrected
Cumulative Habitat Gain %

WSDOT has developed efficiencies in barrier correction:

- Developed specialized fish passage delivery teams
- Created standard designs for buried structures for 20 – 60 foot spans
- Streamlined Federal Endangered Species Act consultations – with programmatic approvals in place, federal agency approvals can now take 2 days compared to 45-288 days in past
- Established Executive Oversight Committee with Department of Fish and Wildlife (DFW) to improve the permitting process
- Implementing Practical Design - focus on only correcting barriers, and not making other improvements
- Using on-call consultants and Design/Build to meet delivery dates
- Bundling projects to achieve geographic efficiencies

Mr. Rowe reported that counties have 3,121 barriers in the Boldt Phase II culvert case area, but not subject to the injunction. Statewide counties have estimated 22,000 fish barriers. Cities have identified 1090 barriers in the culvert case area, and a total of 1241 statewide.

The Fish Barrier Removal Board (FBRB) was established in 2014. Chaired by DFW, its members include WSDOT, Department of Natural Resources, Recreation and Conservation Office, cities, counties, tribes, and salmon recovery boards. Its mission is development of a statewide strategy for correcting fish barriers. It has asked for funding for a prioritized list of barriers for correction.

The FBRB recognizes two pathways to barrier removal:

- Coordinated Pathway
 - Correct barriers in close proximity to other barrier repairs
 - Leverage investments of WSDOT, forest industry, and local governments
 - Local governments submitted nominations (September 2015)
- Watershed Pathway
 - Correct barriers that open whole stream reaches and sub-basins
 - Maximize benefits to salmon at a population scale
 - Lead Entity and Salmon Recovery Regions submitted priority watershed nominations (July 2015)

Commissioner Batra suggested the non-salmonid benefits of culvert replacement be considered

Action: None

Follow-Up: *Continue to monitor*

TRANSPORTATION MAIN STREET PROGRAM

Dr. Allyson Brooks, Ph.D., Director, Department of Archaeology & Historic Preservation, briefed the Commission on the Main Street Program her agency administers.

Transportation strategies in cities across the state have included multi-modal implementation of transportation concurrency, active transportation, and redevelopment efforts that emphasize walkable downtowns.

Business owners from the downtown district in the 34 designated Washington cities participating in the state Main Street Program leverage historic preservation and active transportation for downtown economic vitality. Washington limits participation to cities under 190,000. It is largely a focus linked to rural economic development.

Links to transportation policy include good traffic flow, parking, lighting, bike lanes. The complete streets program also is a connection to the Main Street program. The Main Street Approach involves:

- Design – developing space
- Organization – developing partners
- Promotion – developing markets
- Economic Vitality – developing business

Another aspect of the Main Street approach is to focus on the second stories of downtown buildings, increasing downtown density and bringing people to downtowns. The two main demographic groups moving into downtowns: millennials and seniors.

The Main Street tax credit incentive:

- The business gets a tax credit for 75% of their donation the following year
- The business may be eligible for a federal tax deduction in the year of the donation
- Eligible community organizations can receive donations totaling up to \$133,333.33 per calendar year
- Businesses can donate up to \$250,000
- The program for the entire state is capped at \$1.5 million

Todd Cutts, Executive Director, Olympia Downtown Association, noted that many Main Street areas are transportation hubs. People from throughout Thurston County use the facilities in downtown Olympia, where the transportation issues include:

- Free Dash Shuttle
- Parking
- Concentration of human/social services
- Residential density. Projecting 5,000 new residents in the downtown
- Streetscape is important to retail success
- Vehicle throughput can conflict with pedestrian friendly environments
- Crime prevention through environmental design

Mr. Cutts emphasized that it is a big challenge to make a wide state route attractive and safe for pedestrians.

[Main Street Program](#)

Action: None

Follow-Up: None at this time

REPORT ON COUNTY ROAD DAMAGE

Storms in February and March severely damaged many streets, roads and highways in Eastern Washington. Jay Weber, Executive Director of the County Road Administration Board reported that Franklin County estimates it has incurred \$5.2 million in damage. At one time, Franklin County had closed 36 roads. Benton County estimated \$1 million in damage and Adams County estimated \$605,000.

The full scale of damage will not be known for a couple of months. There will be additional damage from heavy trucks detoured onto roads they should not travel on. The County Road Administration Board (CRAB) can advance money to a county for damaged roads eligible for the Rural Arterial Program roads. CRAB is reimbursed from state and/or federal funds, if a state and federal disaster is declared. CRAB currently has about \$6 million that is available for assistance.

Action: *Seek legislative assistance with these unforeseen costs*

Follow-Up: None at this time

WTP PHASE 2 UPDATE

Chairman Litt commented on the well-attended and robust discussion at the WTP Advisory Group meeting last week.

Kerri Woehler, Director, Multi-Modal Planning, WSDOT, emphasized that the current work flows from the WTP 2035 Policy Plan and applies scenario planning and practical solutions to the recommendations it made.

Richard Warren, Project Manager, Multi-Modal Planning, WSDOT, noted that Phase 2 would develop policies and recommendations for how the modes interact with each other. He also noted that transportation is changing.

WSDOT WTP Phase 2 work is emphasizing:

- Practical Solutions
- Preserving assets
- Community engagement

Phase 2 Focus Areas:

- Maintain and preserve assets
- Manage growth and congestion
- Enhance multi-modal connections and choices
- Change the funding structure

Modal updates are underway:

- Aviation plan out for comment
- Ferries about to begin update
- Highway system plan update

Next Steps, March – September

- Complete draft action items
- Write draft document
- Public outreach –summer
- Continued coordination with WTP Steering Committee and Advisory Group
- Briefings

WSDOT plans to address all of the recommendations in WTP 2035. Some are suggestions and others have been addressed in modal plans. Phase 2 is addressing 3-4 recommendations per focus area to identify those that can be accomplished in 2 – 3 years. WSDOT recommends revisiting other policy recommendations in the next update to see what else to address.

Are we keeping the differences among different parts of the state in mind? Yes, Secretary Millar indicated that he hears conservative, rural legislators and progressive, urban legislators saying the same things in different words.

WTP Phase 2 Implementation

Action: *Continue to work on WTP with WSDOT*

Follow-Up: None at this time

SECRETARY'S REPORT

Roger Millar, Secretary, WSDOT, reported that the Alaskan Way Viaduct (AWV) replacement project has 420 feet of tunneling to go. WSDOT is wrapping up the Nickel and TPA portions of the SR 520 Project and working on the design for the Renton to Bellevue portion of I-405 expansion.

WSDOT has reached a solution with Ecology and BNSF for cleanup of the Black Tank pollution, allowing the design completion for North Spokane Corridor.

WSDOT maintenance workers have had a severe winter; the budget is now short \$9 million due to snow and ice management. The more funding WSDOT can get now to address maintenance, the better off we will be this summer.

The propane tanker incident on I-5 in downtown Seattle demonstrated the fragility of our transportation system. We need to continue to emphasize worker safety and incident response

Action: None

Follow-Up: None at this time

PASSENGER FERRY SERVICE

Les Eldridge, Maritime Historian, reported that Puget Sound's historic "Mosquito Fleet" lasted from 1850 to the early 1920's. The vessels averaged about 8 or 9 knots. Captains raced boats and competed in other ways to gain attention – and passengers.

John Clauson, Executive Director, Kitsap Transit, talked about his agency's work to begin new passenger ferry service across Puget Sound. Kitsap Transit has long operated the Carlyle II, a vessel that was once in the Mosquito Fleet, today travels between Port Orchard and Bremerton. In 2014, Kitsap Transit carried 458,600 passengers on the Carlyle II.

Kitsap Transit evaluated wakes and energy for a decade, testing vessel design, ultimately ending with the Rich Passage design. The goal is reliable, sustainable, easy-to-use ferry service.

Daily service between Bremerton and Seattle begins in July 2017 with a 118-passenger vessel, the Rich Passage, which was built by All-American Marine in Bellingham. A new 0.3% sales tax -- in addition to 0.8% that supports the bus system -- supports the Kitsap Transit fast ferry service. Kingston service is planned for summer 2018 and Southworth service is planned for summer 2020. These vessels will be larger and can carry about 200 passengers. Annual ridership is anticipated to exceed 778,000 once all three routes are in operation. Kingston and Southworth have no direct connection now to downtown Seattle, which is a top work destination for Kitsap County residents – more than 12,000 worked in Seattle in 2014.

Washington State Ferries (WSF) and the King County Marine Division are vital partners. The passenger ferries will use WSF docks and will negotiate service agreements with WSF. King County Marine will operate and maintain the Kitsap Transit passenger ferries. The Spirit of Kingston will be available as a spare.

[Mosquito Fleet](#)
[Kitsap Ferry Service](#)

Action: None

Follow-Up: None at this time

DEVELOPMENTS IN FREIGHT MOVEMENT

Barb Ivanov, Director, Urban Freight Lab and Chief Operating Officer, Supply Chain Transportation & Logistics Center, University of Washington reported that the University of Washington, College of Engineering recently began the Supply Chain and Transportation Logistics Center to focus research on freight and goods movement.

Ms. Ivanov stressed the importance of designing the transportation network with loading and unloading zones, as well as buses and bus stops.

The Urban Goods Delivery Project is focused on the final 50' of the urban delivery system:

- Begins at the city-owned curb, commercial vehicle load zone, or alley.
- Extends through privately owned building freight bays and loading docks.
- May end in a common area, such as the lobby within a building or wherever the owner takes receipt of the goods.

Urban Freight Lab goals:

1. Reduce dwell time -- the time a truck is parked in a load/unload space

Public and private benefits include:

- Lower costs for delivery firms, and therefore potentially lower costs for their customers
- More efficient use of truck load/unload spaces creates more capacity without building additional spaces; and
- Room for other vehicles to move through alleys

2. Reduce failed first delivery: Lower traffic congestion in cities, as delivery trucks could make up to 10% fewer trips while still completing the same number of deliveries and ensure that all city neighborhoods can receive online orders, not just a few.

The Urban Freight Lab's first research project identified the members' top two measurable goals, collected data to locate truck load/unload spaces in all 523 blocks in three Urban Centers in Seattle, collected process flow data, and mapped delivery steps for five downtown buildings. In 2017, it will complete a detailed analysis of process flows in one building, model 1-2 promising low-cost solutions, and pilot test those solutions on downtown Seattle streets.

Developments in Freight Movement

Action: None

Follow-Up: None at this time

HIGH SPEED RAIL STUDY

Mike Groesch, Proprietor, Michael A. Groesch Consulting, briefed the Commission on the Ultra-High Speed Rail proposal in the Governor's budget. Mr. Groesch is assisting a coalition called Fast Track Washington, which believes that planning for high-speed rail is essential for growth and development of regional economic development and mobility. A small investment today may yield great benefits in the future.

Hightspeed Rail

Action: None

Follow-Up: *Continue to monitor*

COMMISSION 2017 WORK PLAN

Chairman Litt led a discussion of a draft work plan for 2017 – 18. The Work plan identified the following areas of activity:

- Governor and Legislature Directed Studies
- Fare-setting and Tolling
- Washington Transportation Plan
- Commission Business/On-going Activities
- Commission Initiatives
- Joint Meetings

Most of the discussion centered on Commission Business and Ongoing Activities. There were suggestions to:

- Improve how the Commission develops its Annual Report:
 - Work earlier and on a monthly basis developing the Annual Report
 - Add 30 minutes for commission business at the end of each meeting to identify key findings, discuss potential action items, and highlight items to include in the Annual Report. Commissioner Young indicated that for her, passenger ferries and urban freight were the key topics at this meeting
- Target the audience for Annual Report. Think about the format – what is most important? Commissioner Litt suggests it more focus on our public outreach

On the Commission's Education and Outreach Role:

- Add an advocacy piece tied to Commission recommendations to Transportation 101 presentations
- Support a Tech Conference to address: What kind of infrastructure do you need to make autonomous vehicles work
- Consider adding a meeting with Idaho Transportation Commission
- Add more Eastern Washington items to our agendas

Commissioners want to continue discussion of how to follow-up on Annual Report recommendations. In addition to the five potential initiatives items in the draft work plan, Commissioners also want to include:

- Maintenance and preservation
- Coordinating revenue and programs/efficiencies and integration
- Environmental justice

Action: None

Follow-Up: None at this time

TRANSPORTATION COMMISSION



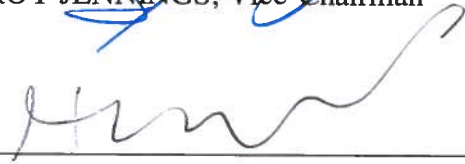
JERRY LITT, Chairman



ROY JENNINGS, Vice-Chairman



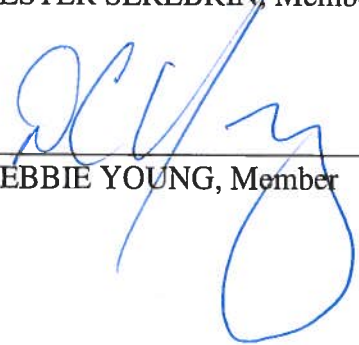
SHIV BATRA, Member



HESTER SEREBRIN, Member



JOE TORTORELLI, Member



DEBBIE YOUNG, Member

VACANT

ATTEST:



REEMA GRIFFITH, Executive Director



DATE OF APPROVAL